

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY	Czechoslovakia	REPORT	
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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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1. To gain admittance to the Chrudim /4957N-1548E/ Navigational Training School, an applicant was required to have four year's high school training, be 18 or 19 years old, a Czech citizen, and politically reliable.
2. Czech navigational training lasted two years and was divided into the following steps:
  - a. Basic training (given elsewhere ).
  - b. Elementary training.
  - c. Advanced training.
3. Basic training consisted of ground preparation only and lasted nine months.  the subjects taught were:
  - a. Basic navigation - plotting practice in class.
  - b. Aerodynamics - elementary.
  - c. Aerial engines - general information.
  - d. Radio - Morse code (15 words per minute was required for recognized proficiency in telegraphy) and visual signaling procedure (QGH).

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- e. Astral navigation - elementary practice with navigational instruments.
  - f. Flight regulations.
  - g. Flight instruments - general information.
  - h. Flying practice - approximately 50 hours in Fiesler Storch aircraft; most of the time was spent in map reading.
  - i. Aerial photography - hand cameras.
  - j. Theory of flying.
4. Elementary navigational training regularly lasted 24 weeks, but if the classes progressed faster or lagged, the time schedule was adjusted accordingly. Subjects taught were the same as those given in basic training.
5. In advanced training, which lasted approximately six months, the same subjects continued to be taught, but were treated in more detail. In addition, the following subjects were also taught:
- a. Bombing [paragraph 6].
  - b. Gunnery [paragraph 7].
  - c. Parachute training - only theoretical [redacted]
  - d. Survival training and air emergency procedures.
6. Bombing practice was done in Siebel aircraft over the Malacky range [4926N-1701E], near Bratislava. Bombs were usually dropped from 500, 1,000, and 1,500 m. height, although bombing was sometimes done from an altitude of 2,000 m. The airplane speed during bombing practice was usually 200 km. per hour. About 10 bombs were carried by each plane per sortie; they were of two types:
- a. A 50 kg. high explosive metal bomb.
  - b. A 50 kg. cement smoke bomb, known [redacted] only as a "training bomb".
7. Targets at the range were white circles, either 20 or 50 m. in diameter. Target sighting was done visually, using a German bomb-sight [redacted] the bombing was of superior accuracy. The number of bombs dropped and the hours spent in training was determined by the student's progress. Bombing errors were determined by the triangulation method from ground observation posts located near the range. Observers used German binoculars. Radio and telegraph communications were employed at the range. Only IL-10 aircraft (belonging to a regiment stationed at Brno, [redacted]) were used for dive bombing practice.
8. Gunnery at Chrudim was practiced in three ways:
- a. Firing at target aircraft, using German-made camera-guns.
  - b. Air to ground firing with live ammunition at silhouette targets placed on sand - firing was done from 150 to 200 m.
  - c. Firing live ammunition at towed target sleeves from a range of about 300 m. - each student's ammunition was tipped with a different paint to help determine his score. German machine guns used were of 17 mm. bore; they appeared to jam quite frequently. [redacted]

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9. Theoretical flight tactics, ballistics, and weapon and ammunition familiarity were also taught at Chrudim. Navigational courses included aircraft and vehicle recognition, both of friendly and enemy planes.  
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10. Political and physical training were considered of even more importance than the navigation courses proper. In fact, failure in political subjects meant removal from the school. From 5 to 10 hours a week were devoted to these subjects, and, in addition, "free" time in the evening was spent in "supervised recreation", which amounted to nothing more than further political indoctrination.
11. Normally three classes were present at the school simultaneously, each with approximately 30 pupils. But at one time [redacted] there was a total of 150 students. Elimination was very low; only four or five were ordinarily eliminated because of air sickness. 25X1
12. Since students in the Chrudim Navigational School were there because judged politically reliable, and not that they showed great aptitude for air navigation, many were actually in training against their will, and so showed little enthusiasm for the course.

Annex A: Location of Navigational School in Chrudim

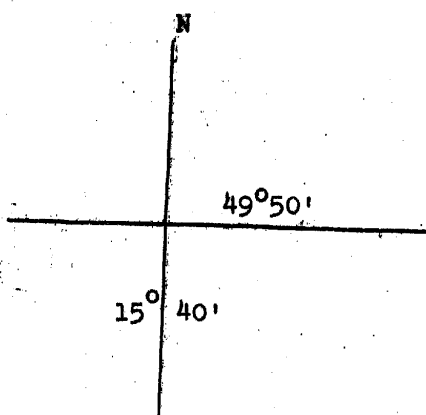
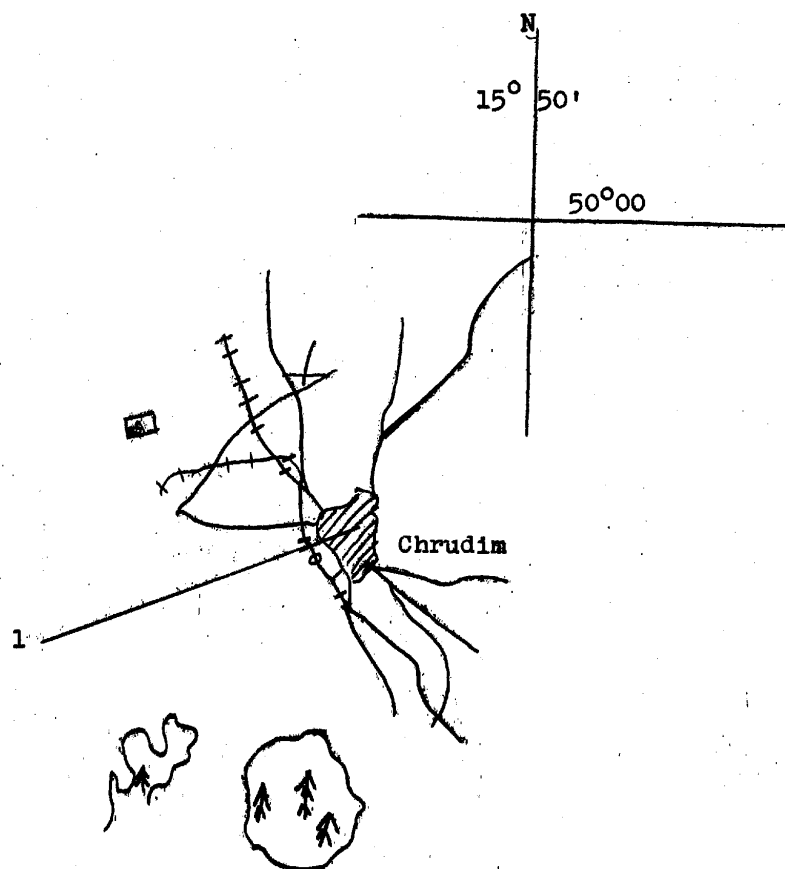
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Annex A

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Location of Navigational School in Chrudim

Scale: 1:100,000

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